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Hongkong 16th June 1911. [a527]

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a716

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Hongkong 16th June 1911. [a527]

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[a760]

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Hongkong, 4th January, 1912. [a157]

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TELEGRAPHIC ADDRESS—"COMFORT,"
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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a57]

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Kowloon, 25th April, 1912. [a536]

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H. HAYNES,
Hongkong, 1st March, 1912. [a589]

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers, will be inserted.

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BIRTH.

At Cornhill, Quarry Bay, on the 28th inst., the wife of Mr. J. Reid, of a daughter.

MARRIAGE.

On April 27th at Sacramento, Cal. ALFRED HUMPHREYS to EVELYN S. ANDERSON.

HONGKONG OFFICE: 10A, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 29th, 1912.

It is some days now since we published the telegraphic news that the Chinese force in Lhasa, the capital of Tibet, was besieged by fifteen thousand Tibetans, and that the Chinese had apparently exhausted their ammunition and ordinary food supplies. The end, we were told, was expected soon. No further news, however, has been received. Information from Lhasa, which usually comes by way of Gyantse, often takes many days to percolate to the outer world, and until it does we can but indulge in conjectures as to what the actual position is in Tibet. The Chinese garrison would be "holding the fort" in expectation, no doubt, of the arrival of reinforcements for their relief; but one would suppose that it should not be an extremely difficult undertaking for fifteen thousand armed Tibetans to storm a position, held by a thousand starving Chinese whose ammunition, like its food, has been exhausted. We should know what has happened to the garrison before long. Meanwhile it is significant that we have heard nothing of the DALAI LAMA quitting his comfortable and secure quarters at Kalimpong, where he enjoys the protection of the Government of India. On many occasions since he took refuge beyond the borders of Tibet he seems to have approached the Government of India with

proposals for their intervention on his behalf, but all in vain. The limits of British interference in Tibet are defined in a very recent treaty and the circumstances which have since arisen do not yet, at least, justify any such intervention on Great Britain's part as the DALAI LAMA would wish to see. There is a disposition in Calcutta, we notice, to believe that the DALAI LAMA is now appealing to Russia. Router, a few weeks ago, informed us that the Mongol Buriat DZORJEFF had arrived in Russia as the agent of the DALAI LAMA, but the object of his mission was not stated. DZORJEFF seems to have been in seclusion lately. A few years ago his name figured very prominently in discussions relating to Tibet. It was he who, previous to the Tibet Mission, negotiated a secret understanding between Russia and Tibet, and who induced the DALAI LAMA to return Lord Curzon's letter of protest unopened. It is possible that this man, who obtained the most extraordinary influence over the Tibetans to accept a Russian Mission in Lhasa, but just when matters were being brought to a head, the war in Manchuria diverted the attention of St. Petersburg. DZORJEFF fled from Lhasa, previous to the arrival of the YOUNGHUSSEND Mission, and has not been heard of till now. He is a Russian subject, and is assumed to have been living in Mongolia on a Russian pension. DZORJEFF, by the way, is a Russianised form of a Tibetan word meaning "thunderbolt," and the name was bestowed on the Buriat because of the extraordinary rapidity with which he used to make journeys between St. Petersburg and Lhasa. It was thought in India when ROUTER's recent message was received that his description as "agent" of the DALAI LAMA was not strictly accurate now, as there was no reason to suppose that he has had in recent years any relations with the exiled spiritual ruler of Tibet; but as the DALAI LAMA made no haste to deny that DZORJEFF was at St. Petersburg, in connection with Tibetan affairs, notwithstanding that it came to be openly suggested that DZORJEFF was buying arms and ammunition on behalf of the DALAI LAMA—the attention of the Government was called to the matter by one or two of the leading Calcutta papers as being a matter that ought to be inquired into. As one of the papers remarked, "It is hard to believe that the DALAI LAMA would so abuse British hospitality as to make use of his secure position in Sikkin to enter into relations with a very dangerous and subtle person, who is known at one time to have been in the pay of Russia, and whose Russian sympathies are well-known. It is a long time since India has had anything to fear from Russian intrigues on her frontiers, but the complicated situation in Tibet certainly offers Russia an opportunity for the display of that kind of political activity which a decade ago kept the Indian Government restless and uneasy." We doubt if Russia will be inclined to avail herself of that "opportunity," knowing as she does that it must embroil her with Great Britain. The leading Russian newspaper, the *Novoye Vremya*, has quite recently set out with remarkable frankness the programme of Russian policy on the frontiers of China according to the views of the so-called Nationalists; but it included no development in the direction of Tibet. "Chinese anarchy on the one hand and Russian Imperial problems in the Far East on the other—this opposition," it said, "leads us to the inevitable conclusion that it would be criminal to let such an advantageous moment slip and to fail to make use of the weakness of our neighbour in order to realise our political ideals." The first question refers to Manchuria. Everyone is aware, said the writer, that Japan is systematically appropriating the southern part of the country. Hence Russian diplomacy must make up its mind as to "what we should do with Northern Manchuria." It is not otherwise with the third and last problem—that of Mongolia. "We must draw up such a *modus vivendi* as will secure not only the political but also the cultural independence of Mongolia." Tibet does not come forgotten that by the Convention of 1907 concluded between Great Britain and Russia the high contracting parties engaged to respect the territorial integrity of Tibet and to abstain from all interference in its internal administration.

At the Magistracy yesterday, before Mr. Irving, a Chinese was sentenced to three months' imprisonment for picking pockets at Shaikwan.

A Chinese editor is being prosecuted in the Mixed Court at Shanghai for inciting readers of his paper to kill Yuan Shih Kai, Tang Shao-yi and two other members of the Cabinet.

In all, eleven bodies were picked up, in different parts of the Colony, on Monday. The greater proportion were found either in or on the foreshores of the harbour, and in a number of cases death was apparently due to plague.

The Colonial Secretary's Office informs us that Newchwang enforces fumigation regulations similar to Shanghai on vessels arriving from Hongkong. No steamers are allowed to lie at the wharf unless they have been fumigated.

A number of men quarrelled in a tea shop at West Point yesterday, the result being that one of them was thrown down stairs, and afterwards hit on the head with a piece of firewood. One of the assailants was charged at the Magistracy yesterday, and was remanded until June 1st.

Interviewed at the close of his tour in Laos, the Governor-General of French Indo-China said his travels had confirmed his confidence in the economic future of Indo-China. M. Sarraut has been specially impressed with the necessity of uniting Laos to the rest of the Colony by a railway. He is now projecting visits to Tongking, Cochinchina, and Cambodia.

News was received at the American Consulate, Shanghai, last week that Dr. A. P. Wilder, Consul-General, was gradually regaining his health and strength. In the letter, which was written from California, Dr. Wilder expresses the hope that he will soon be back in Shanghai, as the illness which compelled him to take leave has now disappeared and he is well advanced in the convalescent stage.

"J.X.B." sends a reply to the letter of "Macao" which appeared in a recent issue. He disavows any hostility to H.E. the Governor of Macao, but affirms that however much His Excellency may be handicapped by the Lisbon Government there still remains much that he might do to arrest the decaying fortunes of the port. Little good can come from a discussion of vague generalities, and for that reason we abbreviate the letter.

In most of the Catholic countries it is customary to offer special prayers during epidemics of disease and to beseech the intercession of a patron Saint for deliverance from contagious disease. The plague in Hongkong this year has been unusually severe and a special service is being held at the Roman Catholic Cathedral to-morrow, at 7.30 a.m., in honour of St. Roque, to whom the Catholic community pray for deliverance from epidemics, and the faithful are invited to attend.

GOVERNMENT HOUSE.

Individual invitations are not being issued for the reception to be held at Government House on Monday next. Ladies and gentlemen attending the reception are requested to bring a card with their names written thereon, which should be handed to the A.D.C.

INTERPORT RIFLE MATCH.

With the exception of Mr. Gregory's 90, scoring at the practices last week-end were somewhat disappointing, the average for a team being only 90.7.

It is proposed to have a further practice to-day (Wednesday), at 3.30 p.m., and on Saturday, 1st June, at 3 p.m., on the King's Park Range.

The team will be picked at the conclusion of Saturday's practice and it is proposed to fire off the match on Monday, 3rd June, at 7 a.m.

HONGKONG MERCHANTS AND LIKIN

We learn from reliable sources in the Colony that local merchants are complaining about the imposition of *likin* on goods and material entering the interior by the Kowloon-Canton Railway. The order for the collection of this duty was apparently promulgated last month, and imports entering Sam-chun, and railway stations beyond have been subjected to a two-per cent. *likin* tax in addition to the five per cent. import duty. Beyond Sam-chun the people refused to pay this additional duty, and it is reported that the military have been instructed to assist the authorities in the collection of the duty. This imposition is contrary to the terms of the Mackay Treaty, and it is not at all unlikely that the Chamber of Commerce will have their attention drawn to the matter with a view to proper representations being made on the subject.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TRANSPORT WORKERS' STRIKE.

LONDON, May 28th.

Protected by mounted police, merchants took men to the docks and secured supplies, much fruit and perishables being saved.

The Convent Garden trades-union have joined the strike, demanding recognition of the Union and better conditions, but the non-unionists have remained. The employers say that, with adequate protection, work at the market can be maintained. The trade union pickets are working actively.

A cargo of Argentine meat arrived at the docks and the work of unloading was commenced immediately under the protection of the police. The masters are using motor lorries, and the strikers are furious, but frightened to interfere as they might do in the case of horse-driven lorries.

LATER.

The meat convoys in the evening reached Smithfield unimpeded. They were strongly escorted by police.

The strike committee warns the Government that repressive action will lead to extremes on the part of the men. The Committee also calls out all the transport workers and says it has cabled asking every international agency to take action. It protests against the Government accommodating employers in protecting "scabs," and also against the use of police and soldiers.

THE INSURRECTION IN CUBA.

LONDON, May 29th.

Reuter's correspondent at Jersey City states that President Taft has sent a message to President Gomez, reassuring him that the United States would not intervene in Cuba.

The *New York Herald* correspondent at Havana has telegraphed that the British Brooks Company has informed the British Minister that the town of Central Remedie was menaced with destruction within 72 hours.

THE FRENCH IN MOROCCO.

ANOTHER NATIVE ATTACK ON TEZ.

LONDON, May 28th.

A Paris message reports that another attack was made on Fez in the morning, but it was repulsed by the artillery. The tribesmen again effected an entrance into the city, one French officer being killed. The casualties were 30 killed and wounded. The enemy had the heaviest casualties yet sustained.

AUSTRALIAN POLITICS.

LONDON, May 28th.

A Brisbane message states that the complete election returns show that the Government supporters number 47 and the Opposition 25. This is the largest majority since the introduction of responsible government in the State.

TEST CRICKET.

LONDON, May 28th.

The first of the triangular test matches was commenced yesterday between the Australians and the South Africans. The former batted first and knocked up 448, to which Bardeley contributed 121 and Kelleway 114. When stumps were drawn the South Africans had made 16 runs for the loss of one wicket.

GENERAL BOOTH.

LONDON, May 28th.

General Booth, who recently underwent operation for the removal of a cataract from his eye, is not so well. His Majesty has requested that he be informed of the General's condition.

THE PRINCE OF WALES.

LONDON, May 28th.

The Prince of Wales has concluded his cruise on the French battleship *Danton* and has returned to Paris.

BOXING IN AUSTRALIA.

LONDON, May 28th.

A telegram from Melbourne states that Sam Langford defeated Porky Flynn in the fourteenth round, the referee stepping the contest.

[THROUGH REUTER'S AGENCY.]

THE PAN-AMERICAN SOCIETY.

SPEECHES BY MR. KNOX AND MR. SULZER.

LONDON, May 28th.

A New York message states that at a banquet held by the Pan-American Society, Mr. Knox, said the object of his recent mission to the Caribbean was to assure all the peoples of that region that the opening of the Panama Canal would inaugurate an era of closer relations between all the American countries. The United States wished to see the other nations of that hemisphere stronger and more stable.

Mr. Sulzer, Chairman of the House Committee on Foreign Affairs, endorsing Mr. Knox's speech, said it would be a blunder worse than a crime for the United States to invade Mexico. Military experts were of opinion that such a war would require three hundred thousand soldiers, and would cost \$100,000,000.

NAVAL POSITION IN THE MEDITERRANEAN.

LONDON, May 28th.

General Ian Hamilton, who is in command at Malta, has postponed his visit to England till after the departure of Mr. Asquith and Mr. Winston Churchill whose coming conference with Lord Kitchener continues to engross the British and French papers. *Le Temps* states that Mr. Asquith and Mr. Churchill will afterwards visit Bizerta.

Though the suggestion of an Anglo-French alliance is generally coolly received by the Press of both countries, it is regarded as beyond doubt that the Malta meeting will have an important bearing on the naval position in the Mediterranean, where, according to the French view, the growing strength of Austria and Italy will tend to neutralise the French contribution to an Anglo-French alliance.

In this connection the *Daily Telegraph* points out that if the Dominions would make some sacrifice, and respond to Mr. Churchill's appeal the idea of withdrawing battleships from the Mediterranean could be abandoned. It outlines a scheme whereby our kinsmen could enable us to provide an Imperial Service squadron, which would have its base at Gibraltar and which would be the pivot force of the Empire. It might consist of eight Dreadnoughts, and twelve smaller cruisers, costing three millions annually. The paper suggests the following annual contributions:—Canada, \$200,000; Australia, \$200,000; New Zealand, \$200,000; South Africa, \$250,000; United Kingdom, £750,000. It suggests also the creation of an Imperial Naval Committee, on which the Dominions would be represented and also that the ships of the squadron should be largely officered and manned by men from overseas.

ANGLO-FRENCH ENTENTE.

THE SUGGESTED ALLIANCE.

LONDON, May 28th.

French opinion sees many difficulties in the way of the suggested alliance, especially the inadequacy of the British Army.

OBITUARY.

LONDON, May 28th.

The death is announced of Mary Dowager-Duchess of Sutherland.

[FROM THE "MANILA TIMES."]

AMERICAN ATTORNEY CHARGED WITH BRIBING JURY.

LOS ANGELES, May 23rd.

Clarence S. Darrow, attorney and chief counsel for the McNamara brothers, and a labour lawyer of wide fame in the United States, has been placed on trial for bribery in connection with the trial of the confessed dynamiter, James B. McNamara, who is now serving a life term in San Quentin prison.

Darrow is charged with bribing several of the jurors in the trial which came to so sudden an end when the McNamara brothers pleaded guilty to the crimes with which they were charged.

An important part of the case for the prosecution will be the sworn confession of Bert Franklin, a detective for the McNamara defence, who has already confessed to an attempt to bribe a McNamara juror.

SUPREME COURT.

Tuesday, 28th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. COMPERTZ (PUISSANT JUDGE).

THE VERANDAH CASE.
The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtscopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,800 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

George Tsamtscopoulos, one of the plaintiffs, said that the other plaintiff, George Maidonis, was now in Japan.

M. Sternberg, son of the present lessee of another portion of the building, expressed the opinion that a verandah was worth half the shop, as without it goods could not be properly displayed. He estimated the loss in trade through the failure to supply the verandah at \$30 a day during the hours of twelve and three o'clock.

Mr. Alabaster then cross-examined witness.

Does your father contemplate bringing an action against defendant?—Well, I suppose he will, I am not positive.

What do you generally take?—Oh, sometimes \$70 or \$80 or \$100 up to \$200.

And the profits of course are less?—Yes.

Mr. Potter—What would be the grounds of action if action were taken?

Witness—For promising to put up a verandah and not carrying out his promise.

Out of that \$30 loss of trade, what would be the proportion of profit?—I can't really tell. Say, \$15.

A trader named Hakoomul, who occupied a portion of the old Post Office, said he reckoned his daily loss in trade through the verandah not being provided at \$20.

Mr. Alabaster—Have you made a claim against the verandah?

Witness—Not yet.

Why not?—After I see the result of this case I will see.

Mr. Potter—Have you been offered four-tenths of what may be recovered in this case if the plaintiff wins, in satisfaction of any claim you may have against the plaintiff?—I don't understand the question.

Did you receive a letter from Mr. Grist offering you \$400 in \$1,000 if the plaintiff recovered \$1,000, that is, four-tenths, because at that time you were threatening the plaintiffs with proceedings?—Yes.

Witness added that he told plaintiffs he would claim from them if the verandah was not put up.

Mr. Alabaster said there was no case for him to reply to. The agreement in writing was negatived by plaintiff and his witnesses and the verbal agreement could not be relied upon unless plaintiff called the man who interpreted for the parties.

Mr. E. M. Hazeland, architect, was afterwards called to give evidence on behalf of defendant, and the hearing was adjourned.

THE AWAKENING OF CHINA.

The annual meeting of the Medical Mission Auxiliary of the Church Missionary Society was held in the Queen's Hall, London, on the 28th inst., when Mr. Macdonald, late Deputy Commissioner in the Punjab, presided.

Dr. C. F. Harford, secretary of the Medical Committee, in his annual review, said that in China the revolution had led to serious interference with the work of the medical missions, the European staff being called to the coast by official order. A school for the training of students was in the process of formation at Foochow, for which a grant of \$500 was given by the China Emergency Appeal Committee.

Affairs in Persia had occasioned much anxiety to politicians; but medical missions had been carried on with greater success than before.

The Rev. Dr. M. Mackenzie, who has recently returned from Foochow, said that the missionaries would tell them that since the revolution there had been absolutely no growth of the use of opium in China. Many Chinese had given up opium at the cost of their lives, and a great many had given it up with success.

With regard to the training of native students, he pointed out that all through the Revolution it was the native doctors who had kept the hospitals going. The recent events in China had created a great demand for modern medical help. Very few Manchus would become Christians, but they came into the hospitals, and the Christian students were using stretchers in the streets in the line of fire. Men who, a few years ago, if they saw a man drowning, would say "Let him drown," were then risking their lives doing stretcher work. Christians also held high Government offices in Foochow.

One of the questions put by Senator Smith to Fifth Officer Lowe at the *Titanic* inquiry at Washington was:—"Of what are icebergs composed?" "Ice," replied the witness.

CANTON

May 28th.

RIVER RISING.

The river has risen a good deal the last few days and many streets in the lower quarters of the Sai Kwan and of Honam have been badly flooded, in some places the water being eighteen inches to two feet deep. At this time of the year it is always very inconvenient to get from Shamoen or the Steamboat wharves to the new bund as the streets are impassable. When the bund is finished this difficulty will disappear and in that respect will be a great blessing. At present building has got round the corner of Sha Ka Street and is approaching the French Bridge on Shamoen, so that ere long one will be able to get a rickshaw from the Foreign Consession to the Railway station at Tai Sha Tien.

HOSPITAL AT WHAMPOA.

A movement is on foot to build an isolation hospital at Whampoa to treat cases of plague, a number of whom have returned from Hongkong. This question brought up at the provincial assembly received the support of all, but certain sections of the community do not see the benefit which would be derived and think it needless expense and a movement which will not receive the thanks of the people. It is likely, however, that this opinion which is being voiced in the press will be overruled and this needed institution built very soon.

CINEMA PHOTOGRAPH SHOWS.

Cinema photograph shows are catching on with the Chinese and a good deal of money is being made out of existing places, while applications for licenses are being received all round. Yesterday a merchant asked for permission to open two places—one on the bund and the other at Cheng Show Street, and offered to pay \$1,000 a year as a tax for each. This offer was refused as the Government think it is not enough.

CLOTHING THE NAVY.

The Sailors and Marines on the various Chinese gunboats plying on the delta present a rather curious appearance, very few of them being dressed alike. The Commissioner of the Navy in this province has taken up the matter and ordered over a thousand suits of a light blue material with which the men are to be furnished. The navy is to receive much more attention in the future and a good deal of money will be spent in making it more efficient, thus doing a great deal to stamp out robbery and piracy in the different parts of the Delta.

DRAGON BOAT FESTIVAL.

The 5th day of the 5th moon, which is about 21st of June, is observed annually as Dragon-boat day and is a general holiday. It has just been announced that Dragon boat racing will not be permitted on the river this year and that the custom, which is a relic of the old dynasty, will be stopped altogether.

COMPANY MEETING.

CHINA-BORNEO CO.

The annual meeting of shareholders in the China-Borneo Co. was held in the office of the Company yesterday. Mr. W. D. Jupp presided and there were also present:—Hon. Sir Paul Chater, Hon. Mr. E. Osborne, Messrs. A. Donison, J. W. C. Bonnar, A. J. Pinfret, J. M. da Silva, A. O. Lang, A. Galuzzi, O. Baptista, and Mr. W. P. Darby, general manager.

The notice calling the meeting having been read,

The CHAIRMAN said:—Gentlemen,—With your permission we will take the accounts, which have already been in your possession for some days, as read. When you bear in mind the unfavourable trade conditions which existed here during the latter half of last year, I trust that you consider that the result of the year's operations are fairly satisfactory. They have enabled us, after making adequate provision for depreciation, to recommend the payment of the same dividend as last year, i.e., \$1 per share. The value of our stocks of rough and sawn timber is some \$15,000 more than last year. This is due to our having, towards the end of the year, considerably restricted our shipments of timber to China in view of the prevailing condition of the market, and, under the circumstances, we may consider ourselves fortunate that our stocks are not higher than they are. They have been valued on a very conservative basis and in no case above the actual cost of production. As regards our prospects for this year, I am sorry to say that as far as the local timber trade is concerned there is as yet little or no sign of improvement, more especially in the market for Billian, which in normal years we look to as our principal source of profit. Should the present state of affairs continue it may, and probably will, seriously affect the result of this year's operations. I can only assure you that we are watching the situation very carefully and that we are in a position to take full advantage of any improvement that may set in.

On the motion of the CHAIRMAN, seconded by Mr. DENISON, the report was adopted.

Sir Paul Chater was re-elected a member of the Consulting Committee, on the motion of Mr. LANG, seconded by Mr. BAPTISTA.

On the motion of Mr. PUMFRET, seconded by Mr. GALUZZI, Mr. Hutton-Potts was re-elected auditor, at a remuneration of \$200.

The CHAIRMAN—That is all the business, gentlemen.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 1st.

MR. HENRY KESWICK, M.P.

Mr. Henry Keswick, who succeeded his father in the representation of Epsom without a contest, nevertheless spent £408 in taking the seat, so he will be a few pounds out of pocket on his first year's official salary. Still, he will no doubt manage to rub along.

CHINA IN THE EAST END.

The troubles in our East End Chinatown are to cease, the leaders having called a truce. The police, in consequence of these pacific overtures, have altered the charges against the participants in the recent disorders from "disorderly conduct" to a "common affray." But there are several under remand and others on trial at Old Bailey, so these political debates will ripple the surface of Ratcliff Highway for some time to come. The riots really arose because two rival organisations, the Nautical Progress Society and the White Lily Society of China had points of difference as to the governance of their homeland. To give point to their arguments they bought over a hundred bars of iron and a few revolvers, and when the debate grew animated with these aids one Saturday night it took thirty hefty policemen to restore a semblance of order. Even then it was only after a good deal of physical damage had been done that the debaters were separated. To aid the peace propaganda the police proceedings have stimulated, the keenest politicians have been sent away from the scene of the debate. Sixteen have been sent to Cardiff and others to Amsterdam.

PERSONALIA.

A visitor to London just now is Mr. Oliver Bainbridge, the well-known author, traveller, and lecturer, whose researches in the interior of China in quest of Jewish traces are well known. After lecturing in London last autumn on India-to-the-irritation of Mr. Keir Hardie and his friends—he went to his home in Toledo, Ohio, and completed his book on India that Mr. John Murray is to publish. It will be an illuminating defence of British administration and an appreciation of British representatives in the East, especially Lord Curzon.

The engagement is announced of Mr. Frederick William Carey, F.R.G.S., of the Chinese Customs Service (late Acting Commissioner, Tengyueh), and Gladys, elder daughter of the Rev. Roydon and Mrs. Latimer, of Breamore Rectory, Hampshire.

Another personal item of interest to Hongkong residents concerns the marriage yesterday at Boscombe of Mr. John Alfred Haskell, of Calcutta, son of the late Mr. John Haskell, of Compton Abbas, Dorset, and Miss Agnes Alabaster, elder daughter of the late Sir Chaloner Alabaster, of Boscombe, Consul General in China, and of Lady Alabaster, of Boscombe. The bride was given away by her cousin, Mr. Percy Alabaster. She wore a gown of white satin draped with Honiton lace, with a Court train of lace and chiffon. Master Teddy Alabaster, wearing a Kate Greenaway suit in powder blue, was in attendance as page, along with six bridesmaids.

THE JAPANESE MINISTER TO LONDON.

At the end of this week Mr. Kato, the Japanese Ambassador, is due back in London after a return journey that has taken in Korea and Siberia. We also have with us again in London Mr. Koike, who six years ago was a well-known member of the embassy staff. Since then Mr. Koike has done fine service for his country at Mukden, in helping to settle many difficulties that cropped up from the Russo-Japanese war. When Mr. Kato gets back he will go to a fine new private residence in Grosvenor Square, where for many years successive Italian Ambassadors had their headquarters.

AVIATION.

Aviation is all the craze to-day. First France, then Italy, and now Germany have raised prodigious sums by public subscription for the additional arm to the naval and military equipment. France will take a whole lot of beating, because she secured a good start, but the Italians have been encouraged by the usefulness of the aeroplane in Tripoli to extend its arm in that direction, while Germany's present whirlwind campaign, under the auspices of Prince Henry of Prussia, to raise a sum that will "stagger humanity" and make the Fatherland secure in the air is being supported with a vengeance by individuals and communities. Meanwhile England has what all experts say is a fine organisation scheme, but it is being carried out but slowly and in a cheapskating manner; moreover, British makers are sore at the number of foreign machines that are to be bought in preference to the home-made article. A year ago, they contend, it would have been quite wise to go abroad for the machines, but the conditions have now changed. England to-day has somewhat different problems to face than France, and the

Englishmen claim to be able to meet them better than the foreigners can hope to go. However, our scheme on paper is admitted to be excellent, and the thing to aim at is to hurry up the training of an adequate number of pilots, for we are hopelessly behind to-day. But even the hardest aviators are a little inclined to look askance at what is expected of them nowadays. There is the projected trip across the Atlantic from Boston to Galway, for instance, and the *Matin* competition for big prizes to cover the distance from Peking to Paris—something like eight thousand miles. That is the severest test ever yet applied. Some calculations have been made to show that the winner, if he gets through at all, will take ten days on the way. It will be a test of skill and endurance that will strain all but the most resourceful, for most of the way will be lacking in shelter, and bad weather is sure to be met with somewhere, especially in the Lake Baikal region. We have already had flights over the Alps and over the Pyrenees, so there is nothing much in the way of unusual altitudes to be encountered on this tremendous flight. Three thousand six hundred feet on the Yablonoi Mountains is said to be the highest point. At first sight there would seem to be great probability of difficulty in finding suitable landing places, but I am assured that this is not really more likely than in England, for there are wide spaces of open land to be crossed in this long jaunt, some of it desert, and less encumbrance will be offered than on many better known routes. When all that has been said, the trip remains the most dangerous ever undertaken. In August, when the race will be flown, there will be dangers in alighting in the plains covered by long grass, and dangers in the forest alongside the railroad that will be followed as far as possible. In any event a bad smash will be more than ordinarily serious, for there will be hopeless distances from repair-shops, and the man who gets over his difficulties in these outlandish points of crisis will deserve special praise for resourcefulness. Presumably each machine will carry two experienced pilots and both will be expert mechanics. As far as possible, bases of supply will be established, but the firms are edging their wits to discover some adequate way of running tenders for the aeroplanes. Even the trans-Siberian express could not keep pace with an aeroplane in successful flight.

PARLIAMENT.

Members of Parliament are rather irritable just now. The reason is that they see an autumn session looming ahead of them and they fear they will escape either to their business or pleasure but seldom. If the Government are to carry the Home Rule Bill, the Welsh Disestablishment Bill, and a Franchise Reform Bill, there is no way out of it but to keep the mills going at Westminster right up to Christmas. Some advisers of the Government are inclined to a plan whereby there would be an adjournment of three weeks at Whitsuntide as a sop to members to stick to legislation thereafter till the middle of September, but the Lords are by no means likely to agree to stop in town all through the summer merely to expedite business from the Commons—even though that expedition would mean the throwing out of the two chief Government measures.

OCEAN GIANTS.

The growth of ocean giants has raised the important question of how much dry dock accommodation is available in cases of mishaps to these monster vessels. If, for instance, the *Titanic* has managed to hobble along to Cape Race or Halifax, what would have happened? There is no dock big enough on that side to deal with her. She would have had to be patched up and a coffer dam fixed; after which she would have had to be towed to Belfast, where there is accommodation for vessels of nearly 900 feet, or about twenty feet more than the *Titanic*. It is not yet announced what is to be done by the shipping companies, but there is no talk of abandoning the *Gigantic*, the White Star's next leviathan that was put in hand some months ago.

At Newport News in America there is a dry dock that could accommodate a vessel of 800 feet, and Montreal plans to have a huge one built there. On this side, there are twelve dry docks in England that can take over 800 feet apiece, but even the Lusitania class cannot be accommodated in them. To meet the new conditions there are thousand feet dry docks under construction on the Mersey and the Clyde. Abroad there are big docks at Gibraltar and Toulon, while Germany's best is at Bremen and can take in a ship of the extreme length of 754 feet and breadth of 88 feet 3 inches. Yet the remarkable thing is that Germany is building three fifty-thousand ton giants for the Hamburg-America Line that if anything happened to them in the Atlantic would have to make for Belfast for repairs.

A BIG WHARF SCHEME.

London also has a big new wharf scheme for Canvey Island, half-way between Tilbury Docks and Southend. It is part of a bill now before Parliament, providing for 3,000 feet of wharfage alongside the deepest part of the Thames. Vessels of the largest class could be accommodated there for goods and passengers, and in connection with the wharf scheme there is to be a railway connecting with Benfleet station on the London, Tilbury and Southend Railway. It is calculated that the new wharf could deal with four million tons of shipping every year. It would be available at all states of the tide, thus avoiding the immense delays that hamper the trade in London's closed docks. It is calculated that the whole undertaking could be completed in two years and the cost would only be about a fourth of that of a dock of equal efficiency. All the colonial governments having considerable trading relations with the Thames have petitioned the Parliamentary Select Committee in favour of the bill.

ACTIVITY IN BOATBUILDING YARDS.

Boatbuilders are having the time of their lives, equipping liners with adequate lifeboat accommodation. Continental lines are just as eager as the British to meet the public outcry in this respect for rafts and ships, and there are also the excursion steamers to be thought of, for the summer traffic is about to start and no ship is so crowded as the summer excursion craft.

There was a lot of tomfoolery about the strike of the *Olympic's* firemen the other day at Southampton, and I expect many of the men took it as a fine joke to take a holiday at the expense of the White Star line. But there is a swing of the pendulum in public opinion even now, and many people are coming to declare that the criticisms of the line and of its managing director, Mr. Bruce Ismay, are savage and unjust. I have seen some of the American comments on Mr. Ismay, and they are most disrespectful productions. In their desire to grip a scapegoat by the neck, the Yellow Press over there have been guilty of brutal cruelty.

BOAT STOWAGE.

AN IMPORTANT INVENTION.

The question of adequate boat accommodation on liners and passenger steamers for the number of passengers carried has been raised in a very serious form by the catastrophe to the *Titanic*. In this connection it is of interest to record that a well-known authority at Dover, with twenty-five years' experience of life-saving at sea, an ex-liner captain, whose inventions are in very general use in the Navy, as well as the Dover-Calais-Boulogne Channel passenger steamers, and Indian Marine, has just patented a device by which he claims that even gigantic liners like the *Titanic* will be able to carry boat accommodation for saving every soul on board, even when carrying her full freight. In an interview the captain informed a journalist that by the adoption of this latest invention there would be no difficulty in a vessel of the size of the *Titanic*, carrying 120 lifeboats, 28 ft. long by 8 ft. broad, and 3 ft. 6 in. deep, each capable of accommodating thirty or forty passengers. With the smaller number these boats would account for 5,000 souls.

The captain stated these boats could be safely swung out in about a minute when filled with passengers. Only two men are required to swing the boat out, and another to get her clear. As soon as the boat touches the sea a small sea anchor is put out, which keeps her riding head to sea, so that boatload after boatload of people, with only one man in charge of each, can be put out from a sinking ship. With a ship like the *Titanic* twenty boats can be swung out from either side simultaneously.

In cases of collision a liner's boats on one side are frequently smashed, as was the case when the *Oreana* was sunk off Eastbourne recently. The captain claims that with the use of his invention the danger of loss of boats in collision will be reduced to one in six at the worst, as compared with 50 per cent. at present. By the use of the captain's inventions on the cross-channel steamers, the average time for a boat being swung out is ten seconds. In these services every member of the crew, including stewards, goes through periodical boat drill, and the inventor strongly urges the necessity on big liners of a similar course being adopted, not only seamen, but firemen, coal-trimmers, stewards, etc., being properly drilled in case of great emergency. The inventor is Captain Frank Pett, deputy-harbourmaster, Dover.

THE PORTUGUESE CLERGY.

Along with other measures presented to Parliament with the view of reducing the country's expenses a proposal has been made to eliminate the clause in the law separating Church and State which grants pensions to the widows and children of priests. The *Times* correspondent at Lisbon says:—This has been well received by all Roman Catholics, as the grant of pensions was a direct attack upon the celibacy of the clergy, which is a fundamental principle of the Roman Catholic Church. Only a very restricted number of the clergy have accepted the law, and most of these belong to the lower ranks.

THE TRADE OF PAKHOI.

THE EFFECTS OF THE REVOLUTION.

The British Consular Report on the Trade of Pakhoi in 1911 is to hand. The report this year is by Mr. G. S. Moss, Assistant in the Consular Service. We make the following extracts:—

In spite of the quarantine declared against the port by Hongkong from May 18th to July 6th, the trade of Pakhoi for 1911 promised to be somewhat better than the average when the revolution upset all calculations. The political upheaval was undoubtedly a most popular one, but the withdrawal of the former officials found the Republicans unprepared to replace the old administration, and the country during November and December was practically in a state of anarchy. Traveling became unsafe, the roads were beset with robbers, and trade was at a standstill. Up-country brokers did not dare to place orders, and merchants suffered severely. A heavy blow was dealt to the purchasing power of the district by the looting of Linchow, its largest town, and the burning of the Cantonese quarter there. The farmers suffered severely from brigands, many of their cattle being driven off, but fortunately a rich second rice crop had been gathered in and not much was left standing in the fields exposed to marauders. The money in the hands of the farmers from the sale of their crops could not, however, be invested by them in their usual winter purchases. Stocks could not be sold, and there was no demand for new imports. Merchants found their calculation upset, there was no security for the future, many fled to Hongkong, treasure was exported and money became very tight. The result has been that the net trade compared with the previous year shows a falling-off of some 198,000 taels and of some 320,000 taels when compared with the average for the period 1905-9.

GENERAL OUTLOOK.

The disturbed state of the country being due to the presence of robbers and banditti, trade will probably not be secure until some administration is properly organized, and this is scarcely to be expected before the spring. When the roads are safe, products which have been kept back, notably sugar and indigo, will find their way down to Pakhoi, and belated orders for imports may be expected and, given good harvests, Pakhoi trade may hope to retrieve its losses during 1912. The increased demand caused by the arrival of a considerable army from Canton will help to render the temporary deprivation of the up-country markets less felt. Owing to the increased use of foreign clothing, caps, underwear and socks, a considerable expansion in the import of these articles is confidently anticipated. The future of exports will largely depend on the progress of events in Canton, the largest customer of native products. The lack of money renders it unlikely that the new administration will be able in the near future to contemplate seriously any schemes for improvement of communications, which are urgently needed, and the proposed railway to Nanning to tap the resources of Kwangsi seems to be as far distant as ever.

The troubles have served to demonstrate the absolute dependence of the commercial prosperity of the district on the Cantonese hong, to whose public-spirited energy the preservation of Pakhoi from the looting which befel its neighbour town of Linchow is chiefly due. In spite of their severe losses at Linchow it is encouraging to note that they show no signs of abandoning the district.

At present the country suffers chiefly from defective and unsafe communications and lack of banking facilities. Until security is restored and cottage industries and farming are properly organised on a large scale by responsible firms with sufficient capital, there seems no prospect of this district affording a market for machinery. Unfortunately there are no such signs of commercial progress, though a small extension of electric lighting from the plant of the Church Missionary Society's Hospital has been sufficient to demonstrate that a larger installation could be operated with certain profit.

THE SECRETARIES TO THE PEKING CABINET.

Mr. Wei Chen-tsu, the Principal Secretary of the Cabinet, was Under Secretary of Foreign Affairs at Nanking. He received his education in France. Another Secretary of the Cabinet is Mr. V. K. Wellington Koo, Ph.D. of Columbia University, New York. He had a distinguished career at his alma mater, being both an excellent writer and speaker. For two years he was editor-in-chief of the college daily paper and one year he was the principal debater in the intercollegiate contest with Cornell University. He was elected to the post of President of the Students' Alliance.

A UNIVERSITY FOR BANGKOK.

The *Hongkong Times* says:—We are able to make the important announcement that a University is to be established in Bangkok in the near future. His Majesty the King has sanctioned the scheme in its general outline, and the details are now being worked out. It is to be a University on modern lines, comparable more or less to those of such towns as Leeds and Birmingham, designed to supply the needs of the present day in this country. There will be eight faculties, viz., medicine, law, engineering, pedagogy, administration, agriculture, commerce, and political science.

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NEW ADVERTISEMENTS

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NOTICE IS HEREBY GIVEN that a SCIP CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the above-named Office standing in the name of Mr. RUTUNJEE SOBANJE of Bombay, has been LOST, and should the same not be produced before the 12th June a New SCIP CERTIFICATE will be issued to the said Mr. RUTUNJEE SOBANJE, and no transaction taking place under the old SCIP Certificate will be recognised by the Office. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 28th May, 1912. [764]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND is lying at the Office of the Underwriters for Signature and a Deposit of 5 per cent is to be made before countersigning Bills of Lading and that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 4th June, at 2.30 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 9th June, or they will not be recognised. No Fire Insurance has been effected. ARNHOLD, KARBURG & Co., General Agents. Hongkong, 28th May, 1912. [765]

WANTED.

EXPERIENCED BOOKKEEPER for the end of the year by German Firm. First Class References Required.

Apply—
"BOOKKEEPER,"
Care of "Daily Press" Office.
Hongkong, 18th May, 1912. [722]

WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.
Apply—
A. B. E.,
Care of "Daily Press" Office.
Hongkong, 17th May, 1912. [720]

NOTICE OF REMOVAL.

THE OFFICES OF THE SUN LIFE ASSURANCE COMPANY OF CANADA, formerly located on the First Floor of the New Power Building, No. 12, Des Voeux Road Central, Hongkong, 25th May, 1912. [749]

G. B. R.

NOTICE.

NOTICE IS HEREBY GIVEN that, on and after TUESDAY, the 28th inst., the Supply of Water to the RIDER MAIN DISTRICTS will be controlled by bringing the RIDER MAINS into Operation, and that the Water will be turned on daily in each RIDER MAIN DISTRICT for Two Consecutive Hours. Information as to the hours of supply to any particular property may be obtained on application at the Office of the WATER AUTHORITY, the REGISTRAR-GENERAL or the TUNG WAH HOSPITAL.

W. CHATHAM, Water Authority.

Public Works Department, Hongkong, 27th May, 1912. [761]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid-up, numbered 8776 to 8780, standing in the Register in the name of NGAN HENG JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void. By Order of the Board of Directors, A. B. ROUSE, Acting Secretary. Hongkong, 20th May, 1912. [724]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 1st day of JUNE, 1912, at 12.15 P.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 23rd May, 1912. [698]

CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LTD.

NOTICE.

OWING to repairs being carried out on the Submarine section of the junction lines, some delay may be expected on Telephone calls between Hongkong and Kowloon during this week-end. Through the courtesy of the War Department and Civil Government no interruption will occur.

W. L. CARTER, Manager. Hongkong, 24th May, 1912. [738]

NOTICE.

MAN HING CHEUNG & Co.,

MANUFACTURERS AND EXPORTERS

OF HIGH-CLASS

BATTAN AND SEAGRASS FURNITURE,

BAMBOO BLINDS, MATTING, &c., &c.

BE to inform their Customers and

the General Public that they have now

REMOVED to No. 16, QUEEN'S ROAD

CENTRAL, where they have a large Stock of

Chairs, &c., &c.

Prices Reasonable.

Inspection Cordially Invited.

Orders Promptly executed. [721]

Hongkong, 17th May, 1912.

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES

CROSSES AND HEADSTONES

BLACK, RED AND GREY GRANITE

MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up

BROWN, JONES & Co.

41, Morrison Hill Road.

Telephone 423.

Hongkong, 18th October 1911. [776]

GRACA & CO.

Pedder St. (Hongkong Hotel Building),

Dealers in

POSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of

FLOWER AND VEGETABLE SEEDS.

Also for Sale

A few rare Masonic provisional Stamps of

1 cent POSTAL, 2 cent and 5 cent

surcharged Cut Stamps.

452

BUTTER. BUTTER.

WE are pleased to be able to announce

that the selling prices of our different

BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 "

"BUTTERCUP" ... 70 "

"PASTRY" ... 65 "

THE

DAIRY FARM CO., LTD.

30

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and

Caps.

Finest Voiles, Striped, Flowers

and Fancy.

Finest Muslins, Plain and

Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for

Quality, Style and Prices.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Jernar of Zeland Street, Hongkong.

Hongkong, 13th May, 1912. [50]

A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [576]

INTIMATIONS

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED

NEW STOCK OF CANDLE and ELECTRIC LIGHT SHADES

IN THE LATEST

ART DESIGNS and COLOURS

FOR

PIANO and TABLE DECORATION.

FANCY CUSHIONS

AND

CUSHION CASES

IN

LINEN, CRASH, MUSLIN, etc.

ALL

WASHABLE MATERIALS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions

from B. A. HALE, Esq., to sell by

Public Auction,

On TUESDAY,

the 4th June, 1912, commencing at 2.45 P.M.,

at "Woburn," No. 81, The Peak,

THE WHOLE OF HIS

VALUABLE

HOUSEHOLD FURNITURE,

Comprising—

TEAK EXTENSION DINING TABLE,

SIDEBOARD, DINING WAGGON and

DINING CHAIRS, UPHOLSTERED

EASY CHAIRS, GLASS and CROCKERY

WARE, BRASS VASES, ORNAMENTS

and PICTURES, &c.

Double and Single WARDROBES with

Mirrors, MARBLE TOP WASHSTANDS,

TOILET TABLES, OVERMANTLES,

TEA and OCCASIONAL TABLES,

BOOKCASES, CARPETS, RUGS,

CURTAINS, &c., &c.

BATH ROOM and PANTRY requisites.

A few pieces of CANTON BLACKWOOD

WARE,

and

1 COTTAGE PIANO, by the Robinson

Piano Co.

On View from SUNDAY, the 2nd June, 1912.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 25th May, 1912. [751]

FOR SALE

A Big Piece of LAND

FOR SALE.

A Piece of LAND situated in the Yunnan

Province, in the District of Mang-Tse,

opposite the East Gate, surrounded with Trees.

Apply to—

Mr. OYOUNG YING HON,

Office, Wai Wo Co.,

209, Des Voeux Road,

Hongkong.

Hongkong, 15th May, 1912. [714]

F 3 SALE.

GAS COMPRESSOR with ELECTRIC

MOTOR and FITTINGS. Will

increase ordinary lighting power by 25 per cent.

without extra cost.

Apply—

MANAGER,

"Hongkong Daily Press" Office.

Hongkong, 15th March, 1912.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowery Land," etc.

THE VOLUME, which consists of 461

pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kwailin, is dedicated

to Sir ROBERT HART, G.C.M.G., and Dr. A.

LEMMIE.

Its description of Chinese Social Customs

and Superstitions, combined with the insight it

gives into political conditions in China, make

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY &

WALSH, LTD., Messrs. BREWER & Co., or from

the Printers and Publishers, the "HONGKONG

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Yokohama

CAPITAL AND RESERVE ... \$6,800,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING

BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual

terms.

DEPOSITS RECEIVED, fixed for one year

at 4 per cent. per annum, or for shorter

periods, at rates which may be ascer-

tained on application.

BILLS NEGOTIATED and COLLECTED

MAIL and TELEGRAPHIC REMIT-

TANCES made.

LETTERS OF CREDIT and DRAFTS

granted on all the principal cities in

the World.

THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the

World.

COMMERCIAL LETTERS OF CREDIT

issued.

PURCHASE and SALE of Stocks and

Shares effected.

The Officers of the Bank are bound not

disclose the transactions of any of its customers.

GEORGE HOGG

Manager.

9, Queen's Road,

Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENTS:—

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Canton

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Koolung

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Taiwan

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Nagasaki

Tokyo

Yokohama

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HONGKONG OFFICE:

Interest 3% allowed on Current Accounts

Deposits received on terms which may be had

on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank

conducted by the HONGKONG ANI

SHANGHAI BANKING CORPORA-

TION. Bales may be obtained on application

INTEREST on deposits is allowed at 3%

per cent. per annum.

Depositors may transfer at their option



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

"Analysis PROVES that"
**PLASMON
COCOA**

yields a Delicious Beverage of much
greater nutritive value than ordinary
cocoa.—British Medical Jnl.
COCOA IN PERFECTION.
PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.

**A GOOD SET
OF TEETH**
is of the greatest importance to everyone
for the sake of health and appearance.

**ROWLAND'S
ODONTO**

Thoroughly Cleanses the Teeth from all
impurities, Whitens and Preserves them,
Prevents the Formation of Tartar, Pre-
vents and Relieves Decay, and gives a
Perfecting Finish to the Enamel.

STOMALIX

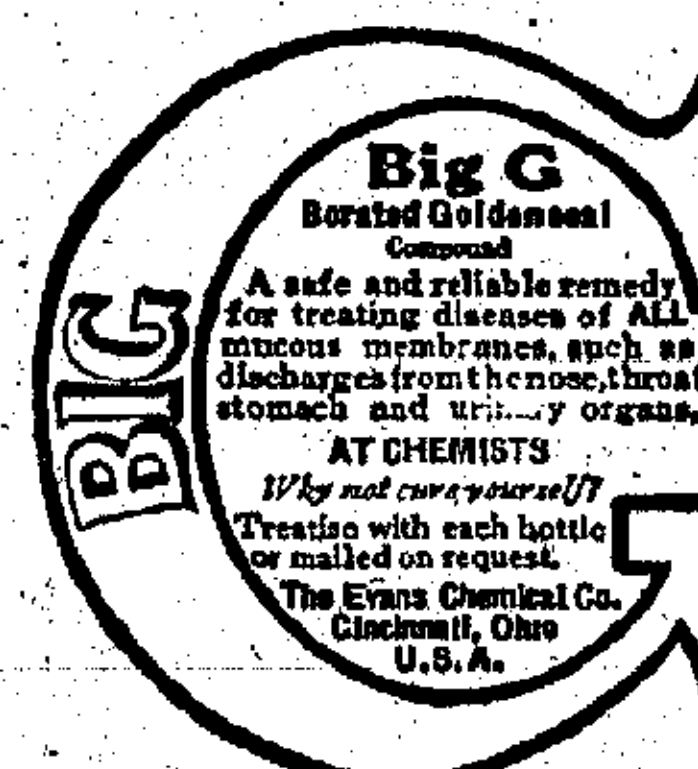
Sole de Carles. Cures Dyspepsia and all per-
cent. of Diseases of the Stomach and Intestines,
indigestion and other ailments.

**KEATING'S
POWDER**



AN UNWELCOME GUEST
Bate his hourly visit.
Such a steady boarder,
Never pays a bill.

**KILLS BUGS
FLEAS-FLIES.**



"SELL" OUT NO FICTION!
NO SUFFERING NEED NOW DEFEAT.
THERAPION NO.1
is a remarkably short time, often a few days only,
Cures blood poison, bad legs, ulcers, sores, painful
swelled joints, etc. when medicinal treatment fails.

CONQUEST BY FINANCE.
WHAT IS GOING ON IN CHINA.
(BY "ASIATICUS" IN THE "DAILY MAIL.")

Is it realised in England that a move-
ment is on foot, started by great financial
syndicates, backed by our own Foreign
Office, among others, which, if it is not
checked, must assuredly bring about the
break up of China?

When the Chinese Revolution began and
the country lapsed into anarchy, tax-
collecting fell into partial abeyance. The
need for financial aid from outside soon
became apparent. Small loans were talk-
ed of at first, and a little money was ad-
vanced. Then came a project for a loan
of £42,000,000, afterwards increased to
£80,000,000. Within the last few days the
loan proposals have swelled to
£200,000,000; but I believe the scheme
which will be submitted to the public will
be £200,000,000 at once and another
£200,000,000 after a very brief interval.

MONEY FROM ENGLAND AND FRANCE.
The brains that are formulating these
loan proposals are in Berlin and New
York, but the bulk of the money will be
obtained in England and France. The
six Powers behind the syndicates are
Great Britain, France, Germany, the
United States, Russia, and Japan. How
can Russia and Japan lend money? Very
simply. They borrow at a comparatively
low rate in England and France and lend
to China at a higher rate. On the opera-
tions as a whole the bankers get the profits
and the six Governments get the responsi-
bility. For be it understood that these
are not really private loans, except when
it comes to sharing flotation and other
profits. The Powers, in effect, undertake
to see that interest and sinking fund are
paid. If China comes to grief they will
have to intervene.

It is not my intention to abuse the in-
ternational financiers, either in Peking
or in the great capitals. They are out
for business. There are handsome pick-
ings for everybody concerned. The banks
get their 5 per cent. on flotation and the
handling of the loan transactions after-
wards. But the business of some of us
who are not money-lenders is to point out
whether this extraordinary project may
lead the Powers, and Great Britain most
of all.

PLEGGED UP TO THE HILT.
If China was a stable State with a
sound Government the proposed vast loan
might not be considered excessive. She
has huge untapped resources. Undoubt-
edly a wise expenditure of great sums
might develop her prosperity and enable
her to face far more than her present li-
abilities. But the fact is that at the end
of 1911 she owed £138,000,000, with
another £10,000,000 to come, and her de-
pendable securities were pledged up to the
hilt. Much of the money advanced
has been wasted, but a substantial propor-
tion of it represents the Boxer indemnity.
What is the condition of China to-day?
A great part of the Empire is in chaos,
no allegiance to anybody. Three rival
generals, Yuan Chang-hsun in Southern
Shantung, Huang Hsing at Nanking, and
Li Hung at Hankow, seem disposed to
fight for their own hand. President
Yuan's most trusted troops were recently
in revolt and sacked portions of Peking.
The revolutionary army on the Yangtze
has repeatedly mutinied in sections.
Some of the provinces show a strong in-
clination to repudiate the authority of the
central Government. The new Ministry
carries little weight and is torn asunder
by factional differences. Sun Yat-sen, who
was never able to keep even Nanking in
order, has gone into retirement to preach
the cruder forms of Socialism. The last
six months have witnessed constant
upheavals and frequent massacres. The
loan negotiations at Peking have been
conducted almost within sight of burning
villages and a ravaged peasantry.

OUTER PROVINCES DROPPING AWAY.
Is it not madness that at such a time
the only remedy the Powers can press
upon China is that she should treble her
National Debt at a high rate of interest?
Is it fair to European investors that their
Governments should so mislead them?
The Chinese Administration is a hollow
shell which may collapse at any moment.
When the Japanese revolted they fought
to establish the authority of their Em-
peror, but the whole essence of the Chinese
Revolution is really repudiation of any
central authority. The outer provinces
are already dropping away.
China should not be taught to replace
her vanished revenue by loans. There is
no guarantee that the money will be fruit-
fully expended. In the competition to
thrust money on China even the pretence
of seeking guarantees has been steadily
relaxed. Much of certain recent loans—
I will not name them—has been deliberately
squandered. Some pretence may now be
made at devising guarantees of economi-
cal expenditure. Men are sitting in
Peking now waiting for fat billets as over-
lookers. Their posts will be shams. It
may be laid down as inevitable that any
large sums lent to China in her present
state will mostly vanish into the pockets
of her own officials.

And after? I am coming to that.
When China sinks under her load of in-
debtedness, or when the last vestiges of
orderly government disappear, there will
be a cry for intervention, and interven-
tion will mean administration. It will
be the case of Egypt over again. Europe
poured money into the hands of Ismail
while he was misgoverning a naturally
overwhelmingly someone else had to step
in and govern, and Ismail vanished, as
the Chinese Ministry will vanish.

BREAK UP OF CHINA.
That is what the most far-seeing minds
at the back of this movement are aiming
at. They do not want to help China, but
to smash her up; and the surest way to
smash up China is to lend her vast sums
which she cannot repay. We see at work
in the Far East the very newest form of
conquest, that of conquest by finance.
There will be a general scramble for ter-
ritory. There will probably also be war
over the spoils. A Dual Control failed in
Egypt. How can six Powers control the

**WM. POWELL,
LTD.**

Gentlemen's Outfitters.

The "HUSSAR" Collar

PERFECT FITTING.

FOUR FOLD.

HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13½ to 19

Wm. Powell, Ltd.

GARNER, QUELCH & Co.,

WINE MERCHANTS,

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TELEPHONE 686.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

Experiments on Human Beings
have proved the body building
power of Bovril to be from
10 to 20 times the amount taken

Bovril

The Drink for Men



—and women and children, bless
them. Innocent without maw-
kiness, Montserrat Lime
Juice is the pure pro-
duct of the cultivated
lime.

Supplied in two forms:
Unsweetened, i.e.,
Pure Lime Juice.
Sweetened, i.e.,
Lime Juice
Cordial.

internal administration of China? Six
European Powers cannot even agree about
the affairs of Crete.

There is only one national course for
the Western world to pursue regarding
China, and that is to lend her only the
money she requires to pay her troops, and
for other urgent necessities, until she has
found some way of political salvation,
established a stable Government, and got
her tax-collecting machinery at work again.

What has England to gain from acting
as cat's-paw in a subtle scheme for the
ruin of China? Why should we find the money
for China's undoing? We cannot con-
trol a large slice of China. We have nei-
ther the men nor the strength to spare.
Our sole interests lie in the preservation
of some form of independent government
in China, and to that end we should do
our utmost to prevent her from plunging
into hopeless debt. The British and the
American peoples do not want to see
China broken up, and could stop this
thing if they realised whether their
Foreign Offices were dragging them.

If China passes under foreign control
the chief prizes will fall to her next-door
neighbours. We shall have done the pay-
ing.

APIOLINE

(CHAPOTEAUT)



LADIES SAFE
FEBEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sole Agent: Chemists.



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for

HIRE.

FINE TUNING INCLUDED.

**PIANO
REPAIRS**

Low Rates for
Good Work.

**MEDIUM
CHEAP and**

THE BEST.

[94-1]

NARA HOTEL

Now Open.

The Best

in Japan.



THE

ANCIENT

CAPITAL.

NARA, JAPAN.

[384-2]

"SHACKELL"

"SEAL" RED PRINTING INK

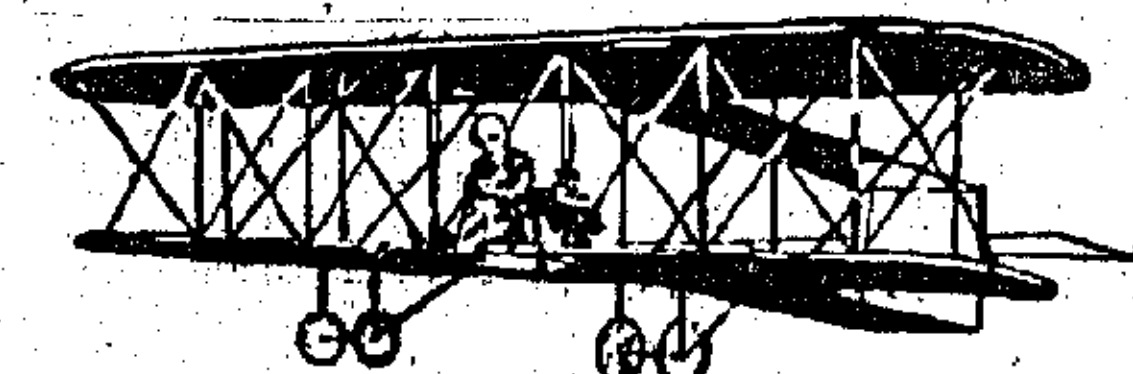
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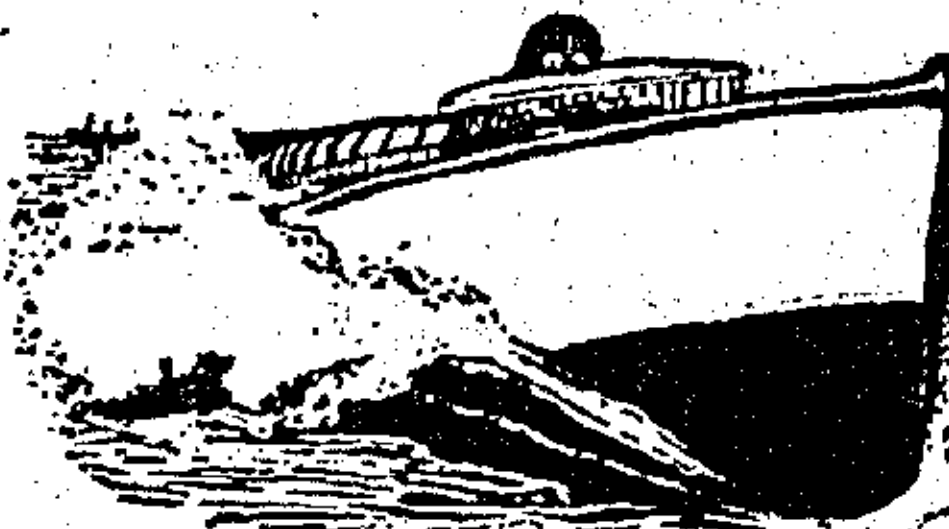
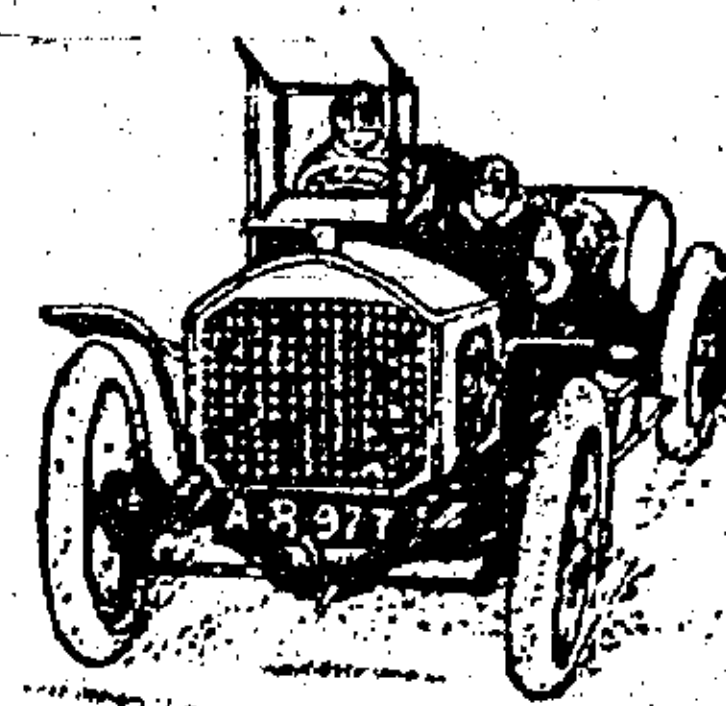
**SHACKELL EDWARDS
& CO., LTD.**

PRINTING INK MAKERS.
ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. [995]



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ON ROAD OR OCEAN SWELL
YOU CAN BET YOUR BOTTOM DOLLAR



EFFICIENCY WITH
ECONOMY

ITS PERFECT PURITY
—THAT'S THE POINT

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern Chi-

na, Indo-China, etc.

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or from the different Agents.

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FOR EUROPE AND AMERICA.

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PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per

annum. Postage \$2 to any part

of the World.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestras. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY	11th June, at 1 P.M.
KOREA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	30,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE & PORTLAND (Or.)

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)
	ORTERIC.....7th June

To be followed by other Steamers of the Company at regular intervals. Calling at ANJOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIG" ... 3,000 tons ... End of May, 1912.
And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: ... 10th June.
FROM COLOMBO: ... 10th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

14243-44

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 5th June, at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 19th June, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. K. Kawara	8,000	THURSDAY, 6th June
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 5th June, at Noon
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU Capt. N. Nielson	7,000	WED'DAY, 5th June
SHANGHAI, MOJI and KOBE			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only ‡ Calling at Keelung.

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 1st June.
"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KITANO MARU	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th
KAMAKURA MARU	7,000	K. Asakawa	June 4th
TAMBA	7,000	S. Wada	June 18th

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
112-114-41-656



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 30th May, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hilo and Cebu	On 10th June, 4 P.M.

For Freight or Passage, apply to
HONGKONG: 24th May, 1912. SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. Co. 113

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 P.M.

TO SHANGHAI
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, 250 1st, 250 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 31st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 29th May, 1912. Princes' Building. 115

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	here		JAVA	Second half of May
TITAROEN	JAVA		JAPAN	Second half of May
TIBODAS	JAVA	First half of June	SHANGHAI	First half of June
TUPANAS	JAPAN	First half of June	JAVA	First half of June
TULIWONG	JAVA	First half of June	JAPAN	Second half of June
TULATAP	JAVA	Second half of June	SHANGHAI	First half of July
TJIMANOER	JAVA	First half of July	JAPAN	First half of July
TJIMAH	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"RUELOW," Capt. H. Formis	16,900	on Friday
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosch	17,000	About Thursday, 30th May
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	Saturday, 15th June, at 10 A.M.

KUDAT and SANDAKAN ... "BORNEO,"
Capt. F. Sembill, 5,000 tons, Middle of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th May, 1912

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

sw Triple Screw Turbine Flyers—20 Knot Speed.

S.S. TENJO MARU ... 21,000 tons.

S.S. CHIKO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND—

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
77, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

7291 CHIEF OFFICER—LUDGATE CIRCUS LONDON, E.C.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Manchuria*, which sailed from Hongkong on the 30th April, arrived at San Francisco on the 27th May.

The P.M. str. *Korea* from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.

The P. & O. str. *Sinla* left Singapore for this port on the 28th May, at 6 a.m., and is due here on the 2nd June, at 9 a.m.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Empress of Japan*, which left here on the 11th May and Yokohama on the 21st May, advising all well. This message was despatched at midnight, on the 25th May, when the vessel was 1,580 miles distant from Japan.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1911. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th March, 1912

PASSED THE CANAL.

April 19th—Benlary, Denbighshire, Mennon, Nora, Fera, Tourane, 23rd—Bengloe, Benlond, Dourane, Clamorganshire, Jason, Pak Ling, Patricia, Peleus, Preussen, Vladimir, 28th—Goeben, Jeneric, Mishima Maru, Nora, Princess Alice, Suevia, 30th—Bloemfontein, Brasilia, Hirano Maru, Teikoku, Alezio, Neleus, May 3rd—Ajaz, Australien, Monmouthshire, Nubia, Simla, Pranguebar, 7th—Denclench, Derfflinger, Glenloch, Indrasanha, Segovia, Telemachus, Arcadia, 10th—Belgravia, Dumbca, Kaga Maru, Lutzow, Peiho, Tanga Maru, Thecus, Africa, Indravell, 14th—Glenroy, Sambia, 17th—Alcinous, Austria, Idomeneus, Polynesian, Silezia, Sumatra, Den of Glamis, Kalomo, 21st—Benlawers, Ceylon, Urmidon, Polynesian, Indiana, Poono, Kansas, Tweeddale, May 24th—Achilles, Atsuta Maru, Kleist, Kamo Maru, Kanagawa, Moyune, Oceanien, Protrist-las, Rheus.

ARRIVALS AT HOME.

May 24th—Belgravia, Lutzow, Polynesian.

SHIPPING

ARRIVAL

AFGHAN PRINCE, American str., 3,500, P. E. Thomas, 27th May—New York 3rd April, General—Arnold, Karberg & Co.

ANGLIN, German str., 1,005, C. Kumpel, 27th May—Bangkok and Swatow 20th May, Rice—Butterfield & Swire.

BORNEO, British str., 4,573, W. H. S. Hall, 28th May—Keelung 20th May, General—P. & O. S. N. Co.

CHUNSHAN, British str., 1,418, G. P. Matlock, 27th May—Hongay 25th May, Coal—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 4,189, H. Tomimaka, 27th May—Japan 22nd May, Coal—Mitsui Bussan Kaisha.

HAIMU, British str., 615, A. H. Stewart, 28th May—Swatow 27th May, General—Douglas, Lapraik & Co.

KOJU MARU, Japanese str., 2,830, O. A. Cowin, 28th May—Mitsui 22nd May, Coal—Mitsui Bussan Kaisha.

KWANGSE, British str., 1,296, C. Plunket Cole, 28th May—Newchwang 18th May, General—Butterfield & Swire.

LOKANG, British str., 1,073, J. R. Owen, 28th May—Shanghai 24th May, General—Butterfield & Swire.

PROFIT, Norwegian str., 515, E. Olson, 28th May—Bia Thuy 25th May, Nona—Angard, Thorsen & Co.

TEENKAI, British str., 4,929, A. Braithwaite, 27th May—Singapore 22nd May, General—Butterfield & Swire.

TUNGSHING, British str., 28th May—Canton.

YUENSANG, British str., 1,224, P. H. Rolfe, 28th May—Manila 27th May, General—Jar Line, Matheson & Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE, May 28th.

AFGHAN PRINCE, American str., for Shanghai.

BORNEO, British str., for London.

CHUNSHAN, German str., for Singapore.

MIKE MARU, Japanese str., for Kobe.

P. SIGISMUND, German str., for Kobe.

TEENKAI, British str., for Shanghai.

DEPARTURES

HAIYANG, British str., for Swatow.

KWANGSE, British str., for Singapore.

KWANGSE, Chinese str., for Shanghai.

NIPPON MARU, Japanese str., for Shanghai.

SHIPPING REPORTS

The British str. *Yuenyang* reports: Light wind and fine throughout.

The British str. *Yuenyang* reports: Fine weather, high breeze and smooth sea.

PASSENGERS

ARRIVED.

Per *Kwangsang*, from Newchwang, Mr. J. S. Hardrick.

Per *Borneo*, for Hongkong, from Shanghai, Mr. N. K. Davidson; from Keelung, Mr. L. Hemmerdinge and Mr. E. Hemmerdinge.

Per *Yuenyang*, from Manila, Messrs. Lowry, Cousterdam, Phillips, Jas. Orniston, Kincaid, M. Clinch, Sterrick and Brother Blimmond.

DEPARTED.

Per *Hainan*, for Swatow, Miss D. Macdonald.

Per *Hainan*, for Swatow, Mr. Birch-enough and Mr. E. N. Davies.

Per *Borneo*, for London, Mr. Mrs. Master and Miss Barrington, Mrs. Bolton, Mr. W. Wolfe, Mr. E. Egan, Mr. M. Hull; for Singapore, Capt. E. Jones.

Per *Nippon Maru*, for San Francisco, etc., Miss M. O. Mitchell, Miss M. Carpenter, Miss E. M. Harmon, Mr. C. L. Fildes, Mr. J. W. Goff, Mr. W. Blanche, Mr. J. W. Lowrie, Mr. R. I. Johns, Mr. K. J. Harpey, Mr. MacCintock, Miss W. Aspin, Mr. Duncan Murray, Mr. M. B. Brace, Mr. Converse, Mr. Dent, Miss F. Frank, Mr. and Mrs. Fergus, Mrs. C. L. Tilden, Mr. C. Kincaid, Mrs. S. N. Snyder, Mr. J. D. Kennedy, Mr. C. E. Breker, Mr. R. Lopez, Mr. and Mrs. Pratt, Mr. H. A. Jones, Mr. F. Williams, Mr. Lennox, Mr. K. Frank, Mr. and Mrs. J. W. Bateman, Miss A. D. Crain, Mr. and Mrs. E. O. Luthy, Mr. and Mrs. J. G. Morony, Mr. and Mrs. J. E. Kinlock, Mr. L. B. Potter, Mr. Arnold Rothwell, Mr. G. Fellows, Mr. and Mrs. Milne, Miss M. Dalaney, Mr. Bruce, Mr. H. Wilkins, Mr. Meeks, Miss Wittelschoter, Mr. Evans, Mr. and Mrs. Kraft, Miss A. Frank, Miss E. Ebner, Mr. H. P. de Tavera, Miss A. G. Ebner, Mr. J. C. Galar, Mr. G. W. Brydges, Mr. McDonald, Mr. W. T. Knight, Mr. J. Jacobson, Mr. J. F. McNamara.

ON SALE

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closure of the Indian Mints to the Free Coinage of Silver FROM 1893 TO 1909; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office or Local Bookellers.

ON SALE

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1911. REVISED BY THE MEMBERS. PRICE: \$5. DAILY PRESS OFFICE. Hongkong, 6th March, 1912.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbor has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbor Master's Office. 2. From Harbor Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	1	W. H. S. Hall	P. & O. S. N. Co.	Today, at 10 A.M.
LONDON & ANTWERP	GLENSTRATH	Brit. str.	1	Jas. McGilfray	SHAW, TOMES & CO.	On 5th June.
LONDON via USUAL PORTS OF CALL.	DELTA	Brit. str.	1	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 8th June, at Noon.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	1	Bremer	JARDINE, MATHESON & CO., LD.	About 30th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DAYEN	Ger. str.	1	K. W.	HAMBURG-AMERICA LINE	On 18th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SADENIA	Ger. str.	1	K. W.	HAMBURG-AMERICA LINE	On 18th June.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	1	K. W.	HAMBURG-AMERICA LINE	On 18th June.
MARSEILLES, HAVRE & HAMBURG, &c.	SITHONIA	Jap. str.	1	F. E. Cope	NIPPON YUSEN KAISHA	On 1st June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KYAKU MARU	Ger. str.	1	K. W.	HAMBURG-AMERICA LINE	On 13th June.
MARSEILLES, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	1	K. W.	HAMBURG-AMERICA LINE	On 27th June.
MARSEILLES, HAVRE & HAMBURG, &c.	KANAKURA MARU	Jap. str.	1	K. W.	NIPPON YUSEN KAISHA	On 4th June, at 4 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CANADA MARU	Jap. str.	1	H. Formes	OSAKA SHOSHEN KAISHA	On 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	BURLING	Ger. str.	1	H. Formes	OSAKA SHOSHEN KAISHA	On 25th June, at 1 P.M.
TRIESTE, Fiume, & Venice via SINGAPORE, &c.	E. F. FERDINAND	Ans. str.	1	W. Davison	SHAW, TOMES & CO.	On 31st inst.
NEW YORK	LOTHIAN	Ans. str.	1	W. Davison	SHAW, TOMES & CO.	About 15th June.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	WALTON HALL	Ans. str.	1	W. Davison	SHAW, TOMES & CO.	About 6th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2	E. Bent	CANADIAN PACIFIC R. CO.	On 1st June, at 6 P.M.
VANCOUVER B.C., SHANGHAI & PONTIAC, &c.	ONTARIO	Brit. str.	2	E. Bent	CANADIAN PACIFIC R. CO.	On 7th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2	E. Bent	CANADIAN PACIFIC R. CO.	On 22nd June, at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	TENTO MARU	Jap. str.	2	E. Bent	PACIFIC MAIL S.S. CO.	On 11th June, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Ans. str.	2	E. Bent	PACIFIC MAIL S.S. CO.	On 18th June, at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Ans. str.	2	E. Bent	PACIFIC MAIL S.S. CO.	On 6th June.
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	2	M. Yagi	NIPPON YUSEN KAISHA	On 7th June, at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	2	D. Lenz	NIPPON YUSEN KAISHA	On 15th June, at 10 A.M.
AUSTRALIAN PORTS via MANILA	PRINCE OF WALES	Jap. str.	2	D. Lenz	NIPPON YUSEN KAISHA	On 7th June, at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	2	D. Lenz	NIPPON YUSEN KAISHA	On 15th June, at Noon.
YOKOHAMA & KOBÉ via SHANGHAI	PERSEA	Ans. str.	2	C. C. Williams	SHAW, TOMES & CO.	About 30th inst.
YOKOHAMA & KOBÉ via SHANGHAI	MUTTRA	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	On 1st June, at Noon.
KOBÉ & YOKOHAMA	CATHERINE APOAR	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	On 6th June.
KOBÉ & YOKOHAMA	TANGO MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	On 5th June, at Noon.
KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Quick despatch.
KOBÉ & YOKOHAMA	TUTABO MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	On 3rd June, at Noon.
KOBÉ & YOKOHAMA	CHUPING	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	On 8th June, at 4 P.M.
KOBÉ & YOKOHAMA	HUICHOW	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	TUNGSHING	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ALBION	Ger. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	CHENAN	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	DEFFELINGER	Ger. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	LYNAN	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	MONMOUTHSHIRE	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	HONGKONG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	SINIA	Ans. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	AFRICA	Ans. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	YAKASA MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	CHINUSA	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ARCADIA	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ANZEL	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	NAMANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	CANTON	Swed. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	TIBODAS	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	KAJIO MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	SORU MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	DAIGO MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ICHANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	HAICHOW	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	HAITAN	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	HAITANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ZAFIRO	Ans. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	YUENSANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	LOHOSANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	ROSE	Ans. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	TIKINI	Dut. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	FAZILKA	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	KIRIRI MARU	Jap. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	POOKSANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	MAUSANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	BORNEO	Ger. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	SUNGKIANG	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	SINGAN	Brit. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.
KOBÉ & YOKOHAMA	SI-KIANG	Frns. str.	2	C. C. Williams	SHAW, TOMES & CO.	Today, at Noon.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI via SWATOW "TUNGSHING" Wed., 29th May, Noon.

FOR MANILA "YUENSANG" Saturday, 1st June, 2 P.M.

FOR SHANGHAI "HANGSANG" Sunday, 2nd June, D'light.

FOR TIENTSIN "CHIPSING" Monday, 3rd June, Noon.

FOR SINGAPORE "MAUSANG" Wednesday, 5th June, 4 P.M.

FOR SINGAPORE "LOONGSANG" Saturday, 8th June, 2 P.M.

FOR SHANGHAI, KOBÉ & MOJI "NAMSANG" Monday, 10th June, Noon.

FOR SINGAPORE, PENANG & CALCUTTA "POOKSANG" Thursday, 13th June, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Choochow, and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 29th May, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBÉ on 4th June, at Noon, to be followed on 15th June, by S.S. "FULFALA," 4,154 tons, Captain Chidley, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on 1st June, at Noon, followed by the S.S. "TOLA" on 10th June, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS. Telephone No. 215. Hongkong, 20th May, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR SHANGHAI, KOBÉ & YOKOHAMA "MONMOUTHSHIRE" About 1st June.

LONDON, ROTTERDAM & ANTWERP "DENBIGHSHIRE" About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS. Hongkong, 16th May, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912.

"MONTEAGLE" SAT., 1st June.

"EMPERESS OF INDIA" SAT., 22nd June.

"EMPERESS OF JAPAN" SAT., 13th July.

"MONTEAGLE" SAT., 3rd Aug.

FROM QUEBEC. 1912.

"EMPERESS OF BRITAIN" FRI., 28th June.

"ALLAN LINE" FRI., 19th July.

"EMPERESS OF IRELAND" FRI., 9th Aug.

"ALLAN LINE" FRI., 30th Aug.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10.

Intermediate Steamship) "Monteagle" "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

S.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officers in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China. Corner Pender Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

GRAVING DOCK 78' x 88' x 34' 6". Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

MANAGERS AND AGENTS, BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

FOR KOBÉ AND MOJI

THE Steamship "CATHERINE APOAR." Captain E. W. Hamlyn, will be despatched for the above Ports on SATURDAY, the 1st June, at 3 P.M.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

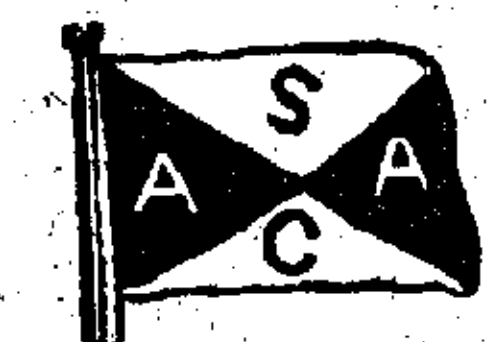
For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents. Hongkong, 24th May, 1912. [740]

GLEN LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship "GLENSTRATH." Captain Jas. McGilfray, will be despatched for LONDON and ANTWERP on WEDNESDAY, the 5th June.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 17th May, 1912. [654]

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO. For BOSTON AND NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

S.S. "WALLON HALL."

On or about 6th June. For freight and further information apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 14th May, 1912. [709]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship "DELTA."

Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, 1912. On board, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACDONALD," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "INDIA" due in London on the 21st July, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent. Hongkong, 27th May, 1912. [1]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST AND PROCEED VIA THE CAPE OF GOOD HOPE.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "LOTHIAN," on or about 15th June. For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 23rd May, 1912. [665]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BOERNEO Capt. W. H. S. Hall	10 A.M. 29th May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. C. D. Goldsmith	Daylight 3rd June	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Burham	About 6th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.	Noon 8th June	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 29th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 30th May, 9 A.M.
SHANGHAI	"CHENAN"	On 30th May, 4 P.M.
AMOI, NINGPO and SHANGHAI	"IOHANG"	On 31st May, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 6th June, 4 P.M.
SHANGHAI	"CHENAN"	On 6th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light

throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried

REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "PEAN" and "TAMING"

Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," "CHINCHUA" and "LINTAN" with excellent accommoda-

tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through

Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning-sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the

transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,

Agents

For Freight or Passage apply to—

Hongkong, 29th May, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA ... 29th May.

S.S. SEGOVIA ... 6th June.

S.S. SILESIA ... 20th June.

S.S. FUERST BUELOW 27th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
VALDENHAM	On 31st May.	On 6th June.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 22nd July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

Agents.

56

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

"HAICHING" ... Capt. W. C. Pasmore ... FRIDAY, 31st May, at 11 A.M.

"BAIFAN" ... Capt. J. B. Rosch ... TUESDAY, 4th June, at 11 A.M.

"BAIYANG" ... Capt. J. W. Evans ... FRIDAY, 7th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 29th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Riple Pier).

During the months of June and July—Return Tickets available for three months will be

issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPEAUX & Co.,

GENERAL MANAGERS.

Hongkong, 29th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 4th June, NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	W. E. Filmer	TUESDAY, 4th June, at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND

HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO

and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,

MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest

and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR

STEAMERS

Tons

(Gross reg.)

LEAVES

VICTORIA, B.C. &

TACOMA via NAGASAKI,

KOBE, YOKKAICHI,

AND YOKOHAMA ...

"CHICAGO MARU"

"TACOMA MARU"

"SEATTLE MARU"

VICTORIA, B.C. &

TACOMA via SHANG-

HAI, MOJI, KOBE,

YOKKAICHI, AND YOKO-

HAMA ...

"CANADA MARU"

"PANAMA MARU"

"MEXICO MARU"

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila

From Hongkong, Shanghai and Keelung ... G. \$130.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$110.00

1st class passage from Hongkong to Victoria, Tacoma,

Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for cargo

Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low

Rates. Best adapted rooms for carrying Silk, Wool and Fur. Special attention

given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES

ANPING via SWATOW,

and AMOI

"SOSHU MARU"

TAMSUI via SWATOW

and AMOI

"DAIGI MARU"

FOOCHOW via SWATOW

and AMOI

"KAISO MARU"

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

772-7

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

WEDNESDAY, 29th May, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

THURSDAY, 30th May, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship

"HEUNGSHAN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

The Company's Steamship

"SUI AN,"

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. and returning

from Macao at 4 p.m. Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HONG-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT

CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOH LINE

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuho every Monday, Wednesday and

Friday, at about 8 a.m., and the other leaves Wuho for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the

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Further particulars may be obtained at the Office of the

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